

Categorical Exclusion Action Classification Form

STIP Project No.	<u>BR-0113</u>
WBS Element	<u>48822.1.1</u>
Federal Project No.	<u>N/A</u>

A. Project Description:

The purpose of this project is to replace Halifax County Bridge No. 115 on SR 1601 over Rocky Swamp. Bridge No. 115 is 68 feet long. The replacement structure will be a bridge approximately 90 feet long providing a minimum 30-foot 10 inch clear deck width. The bridge will include two 10-foot lanes and 5-foot 5 inch offsets. The bridge length is based on preliminary design information and is set by hydraulic requirements.

The approach roadway will extend approximately 226 feet from the west end of the new bridge and 274 feet from the east end of the new bridge. The approaches will be widened to include a 20-foot pavement width providing two 10-foot lanes. Three-foot shoulders will be provided on each side (7-foot shoulders where guardrail is included). The roadway will be designed as a Local Route with a 55 mile per hour design speed.

Traffic will be detoured off-site during construction (see Figure 1).

B. Description of Need and Purpose:

NCDOT Bridge Management Unit records indicate Bridge No. 115 has a sufficiency rating of 59.09 out of a possible 100 for a new structure.

The superstructure and substructure of Bridge No. 115 have timber elements that are fifty-one years old. Timber components have a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of Bridge No. 115 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities, therefore the bridge is approaching the end of its useful life.

The replacement of Bridge No. 115 is part of the *Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC)* Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 115 prohibits large or heavy vehicles,

typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 2.0 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

C. Categorical Exclusion Action Classification:

Type IA

D. Proposed Improvements –

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Alternatives Discussion:

No Build – The no build alternative would result in eventually closing the road which is unacceptable given the volume of traffic served by SR 1601.

Rehabilitation – The bridge was constructed in 1968 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components which would constitute effectively replacing the bridge.

Onsite Detour – An onsite detour was not evaluated due to the presence of an acceptable offsite detour.

Staged Construction – Staged construction was not considered because of the availability of an acceptable offsite detour.

New Alignment – Given that the alignment for SR 1601 is acceptable, a new alignment was not considered as an alternative.

Offsite Detour (Preferred) - Traffic will be detoured offsite during the construction period. The offsite detour includes NC 48, NC 561 and SR 1200. Edgecombe County Emergency Services responded that the offsite detour route would have a low impact on their operations. Edgecombe County Schools Transportation did not respond to a request for comment. The condition of all roads, bridges, and intersections are acceptable without improvement and NCDOT Division 4 concurs with the use of the detour.

Design Issues:

Traffic Current – 340 vpd, TTST - 3%, Dual – 3%

Rural Local Route – Sub Regional Tier Guidelines

Design Speed – 55 mph
No Design Exceptions Required

Estimated Costs:

The estimated costs are as follows:

R/W: \$ 1,250

Const: \$1,000,000

Total: \$1,001,250

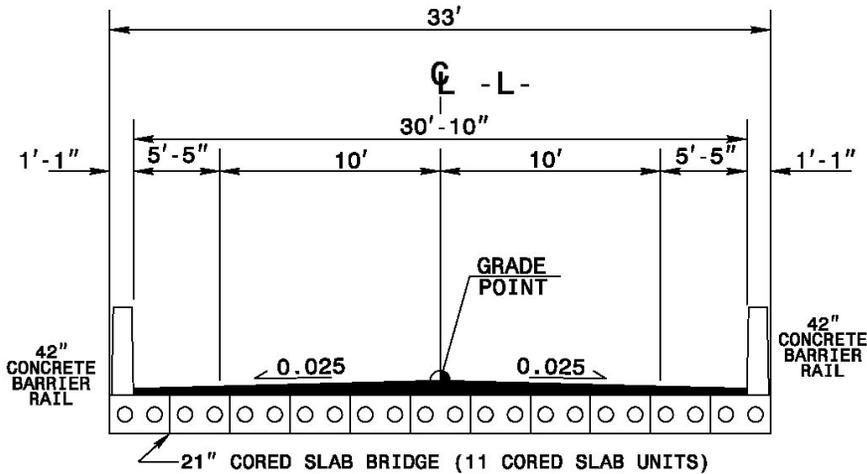
Pedestrian and Bicycle Accommodations:

This portion of SR 1601 is not a part of a designated bicycle route nor is it listed in the Transportation Improvement Program (TIP) as a bicycle project. Neither permanent nor temporary bicycle or pedestrian accommodations are required for this project.

Anticipated Permit or Consultation Requirements:

A Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to “Waters of the United States” resulting from this project. In addition, an NCDWR Section 401 Water Quality General Certification (GC) may be required prior to the issuance of a Section 404 Permit. The USACE holds the final discretion as to what permit will be required to authorize project construction.

Typical Section for Bridge:



Public Involvement:

A newsletter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>		Yes	No
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u> <u>(FHWA Signature Required If "Yes" Selected)</u>			
<p>If the proposed improvement (identified above in Sections C & D) is a:</p> <ul style="list-style-type: none"> • Type I Action for #s 2, 3, 6, 7, 8, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &/or 30; &/or • Type II Action <p>then answer the threshold criteria questions (below) and questions 8 - 31 for ground disturbing actions.</p> <p>In addition, if any of questions 1-7 are marked "yes" then the CE will require FHWA approval.</p>			
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" or less for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 1 – Endangered Species: The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern

North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Halifax County, where BR-0113 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Question 8 – Endangered Species: Per the Natural Resources Technical Report the biological conclusions for the Dwarf wedgemussel and the Tar River spiny mussel are unresolved. Surveys for these species will be conducted the NCDOT Biological Surveys Group if necessary.

Question 10 – Buffer Rules - This project is located in the Tar-Pamlico River Basin (USGS HUC 03020102). Potential jurisdictional features within the study area are therefore subject to streamside riparian zones protected under provisions administered by the North Carolina Department of Environmental Quality (NCDEQ).

Question 16 – Floodplain: This project is located in a FEMA Limited Detail study. The project will result in a decrease of 0.1' in the 100 year Base Flood Elevation and will be processed as a Type 1 MOA through North Carolina Floodplain Mapping.

H. Project Commitments

See attached Project Commitments Greensheet.

PROJECT COMMITMENTS:

**Halifax County
Bridge No. 115 on SR 1601
Over Rocky Swamp
W.B.S. No. 48822.1.1
T.I.P. No. BR-0113**

NCDOT Division Four – Offsite Detour

In order to have time to adequately reroute school busses, Halifax County Schools will be contacted at least one month prior to road closure. Contact person is Tony Alston - Director of Transportation at (252)-583-2381.

Halifax County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units. Contact person is Phil Ricks – Emergency Services Director at (252)-583-2088.

NCDOT Hydraulic Unit – FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT’S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Division Four Construction, Resident Engineer’s Office - FEMA

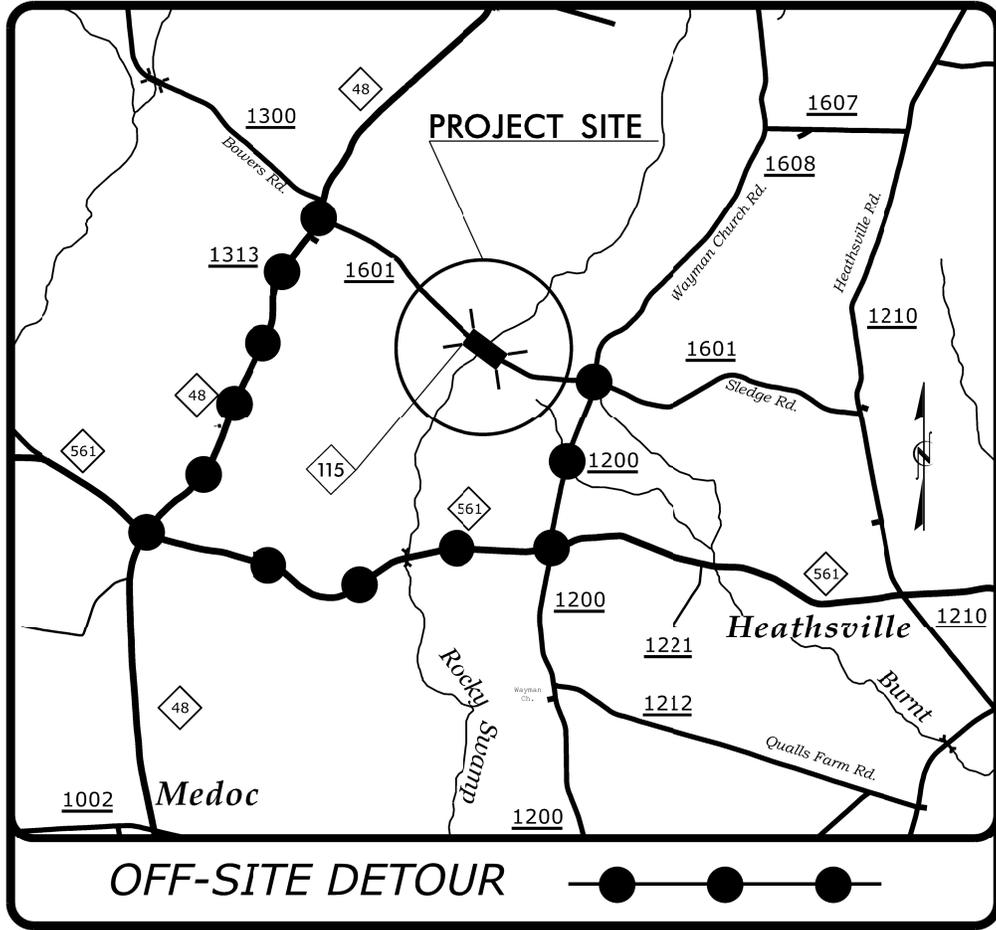
This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Hydraulic Unit – Buffer Rules

The Tar-Pamlico River Basin Rule applies to this project.

NCDOT Environmental Analysis Unit – Section 7

Section 7 will need to be resolved for Dwarf wedgemussel and the Tar River spinymussel prior to permitting and construction.



BR-0113

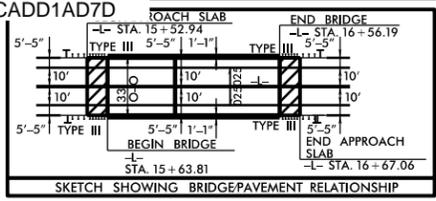
REPLACE BRIDGE NO. 410115
OVER ROCKY SWAMP
ON SR 1601 (SLEDGE RD.)

HALIFAX COUNTY

WBS 67113.1.1

NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION 4

VICINITY MAP – FIGURE 1



DWIGHT A. KING
DB 2458 PG 319

NOTE:
 BEGIN SBG
 STA. 15+43.00 LT. & RT.
 END SBG
 STA. 15+52.94 LT. & RT.

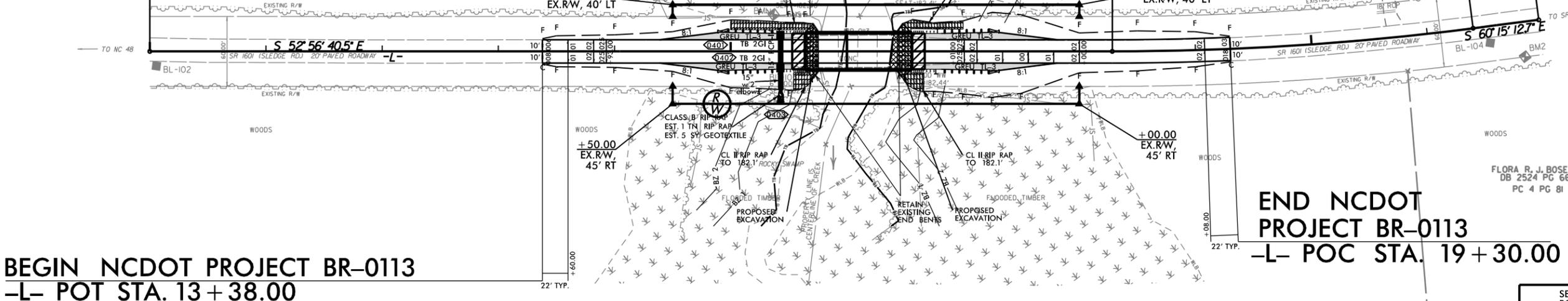


1223 Jones Franklin Rd.
 Raleigh, N.C. 27606
 License No. F-0377
 Bus: 919 851 8077
 Fax: 919 851 8107

PROJECT REFERENCE NO. BR-0113	SHEET NO. 4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

4
 MARTHA LANE
 DB 931 PG 40
 PI Sta 19+84.36
 $\Delta = 7' 18" 32.2" (LT)$
 $D = 2' 20' 48.7"$
 $L = 311.44'$
 $T = 155.93'$
 $R = 2,441.38'$
 $DS = 55MPH$
 $SE = SEE PLANS$

-L- POT Sta. 10+00.00



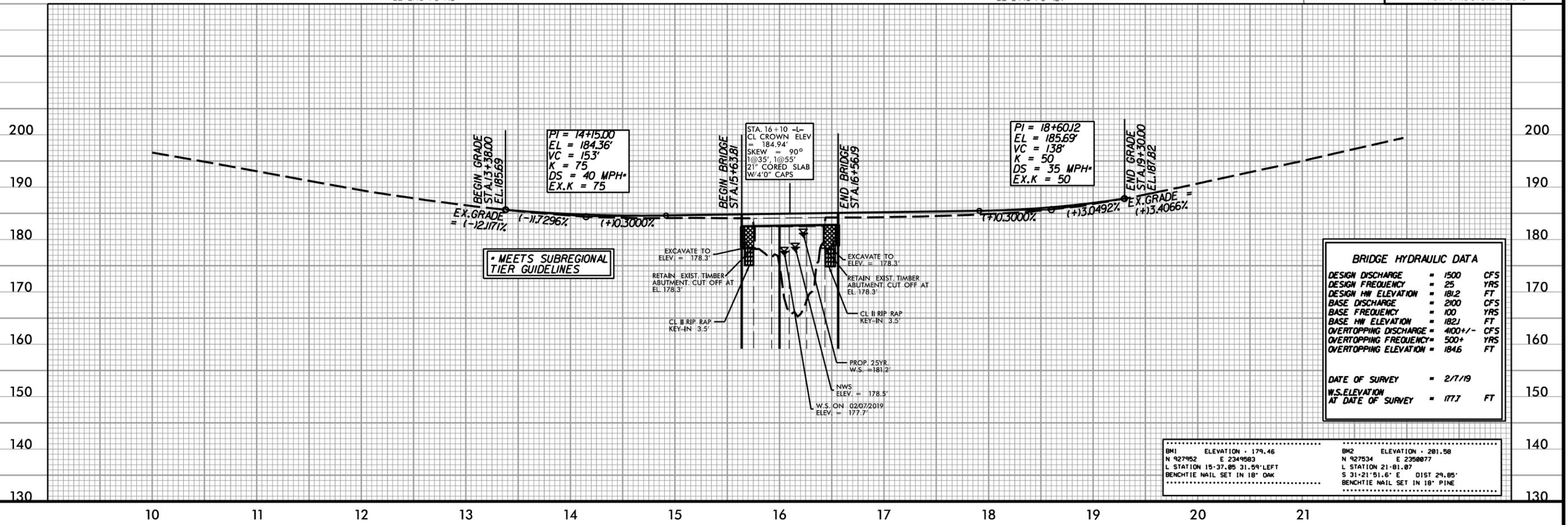
BEGIN NCDOT PROJECT BR-0113
-L- POT STA. 13 + 38.00

END NCDOT PROJECT BR-0113
-L- POC STA. 19 + 30.00

PHENIUS SMITH
DB 2140 PG 143

PRINCE ALBERT CARROLL
DB 2446 PG 427

SEE RSD 275.01 FOR
ROCK PLATING
SEE SHEETS S-1 THRU S-? FOR STRUCTURE PLANS



BM1	ELEVATION = 179.46	BM2	ELEVATION = 201.58
N 927952	E 2349583	N 927534	E 2358077
L STATION 15+37.05	31.59' LEFT	L STATION 21+81.07	
S 31° 21' 51.6" E	DIST 29.85'		
BENCHMARK NAIL SET IN 18" OAK		BENCHMARK NAIL SET IN 18" PINE	

REVISIONS

6/17/2018
S:\Projects\br0113_rdy_psh.dgn
RISER.PLS

18-09-0083



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	BR-0113	County:	Halifax
WBS No.:	67113.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 115 on SR 1601 (Sledge Road) over Rocky Swamp (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 24 October 2018 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Edgecombe County current GIS mapping and aerial photography indicated an undeveloped, wooded APE (viewed 24 October 2018). Constructed in 1968, Bridge No. 115 is not eligible for the National Register as it is neither technologically nor aesthetically significant. Google Maps "Street View" confirmed the absence of critical architectural or landscape resources in the APE (viewed 24 October 2018).

No architectural survey is required for the project as currently defined.

WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA: APE equates with the study area provided in the review request (see attached). The comprehensive county architectural survey (1986-1988) and related publication (Henry Taves, et al., *The Historic Architecture of Halifax County, North Carolina* (Halifax, NC: Halifax County Historical Association, 2010), as well as later studies record no resources in the APE. County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located in the APE.

Should the project limits or any aspect of the project design change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

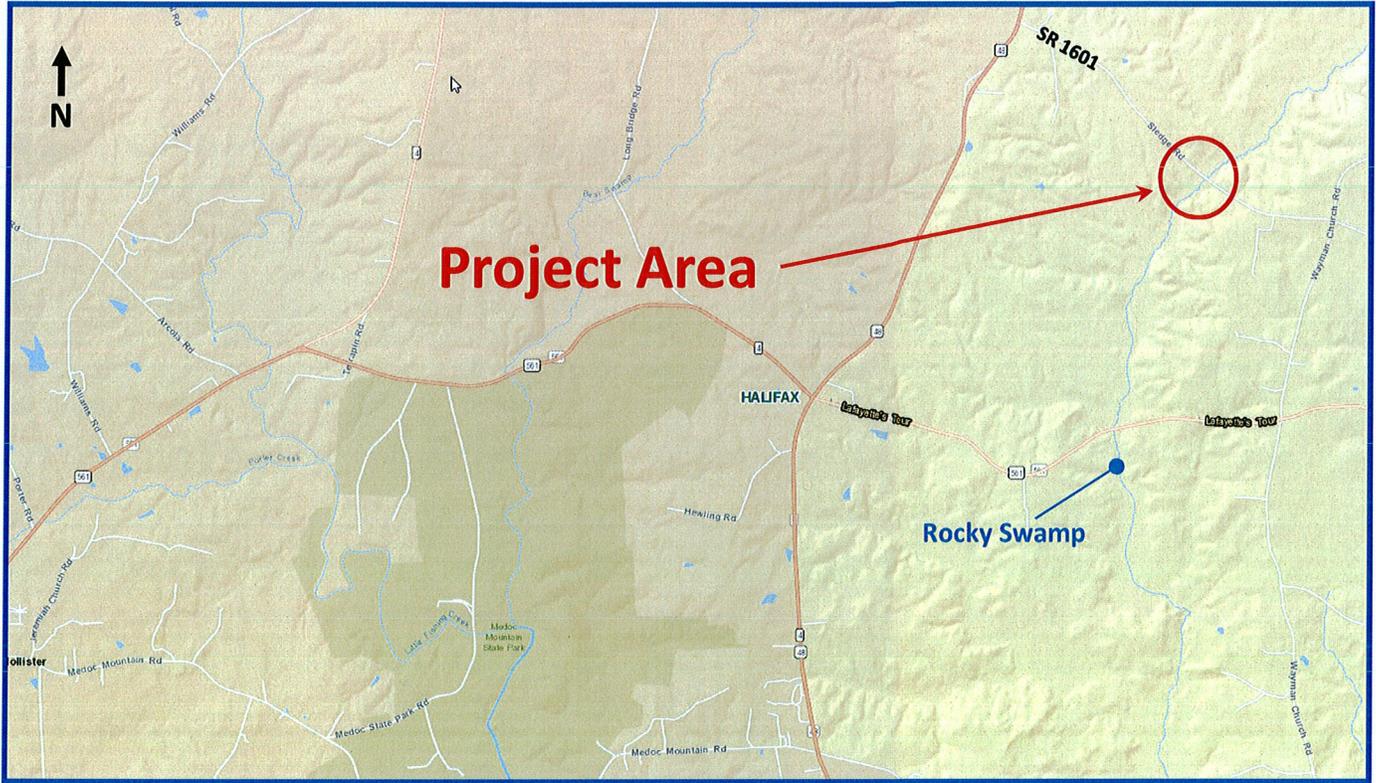
X Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

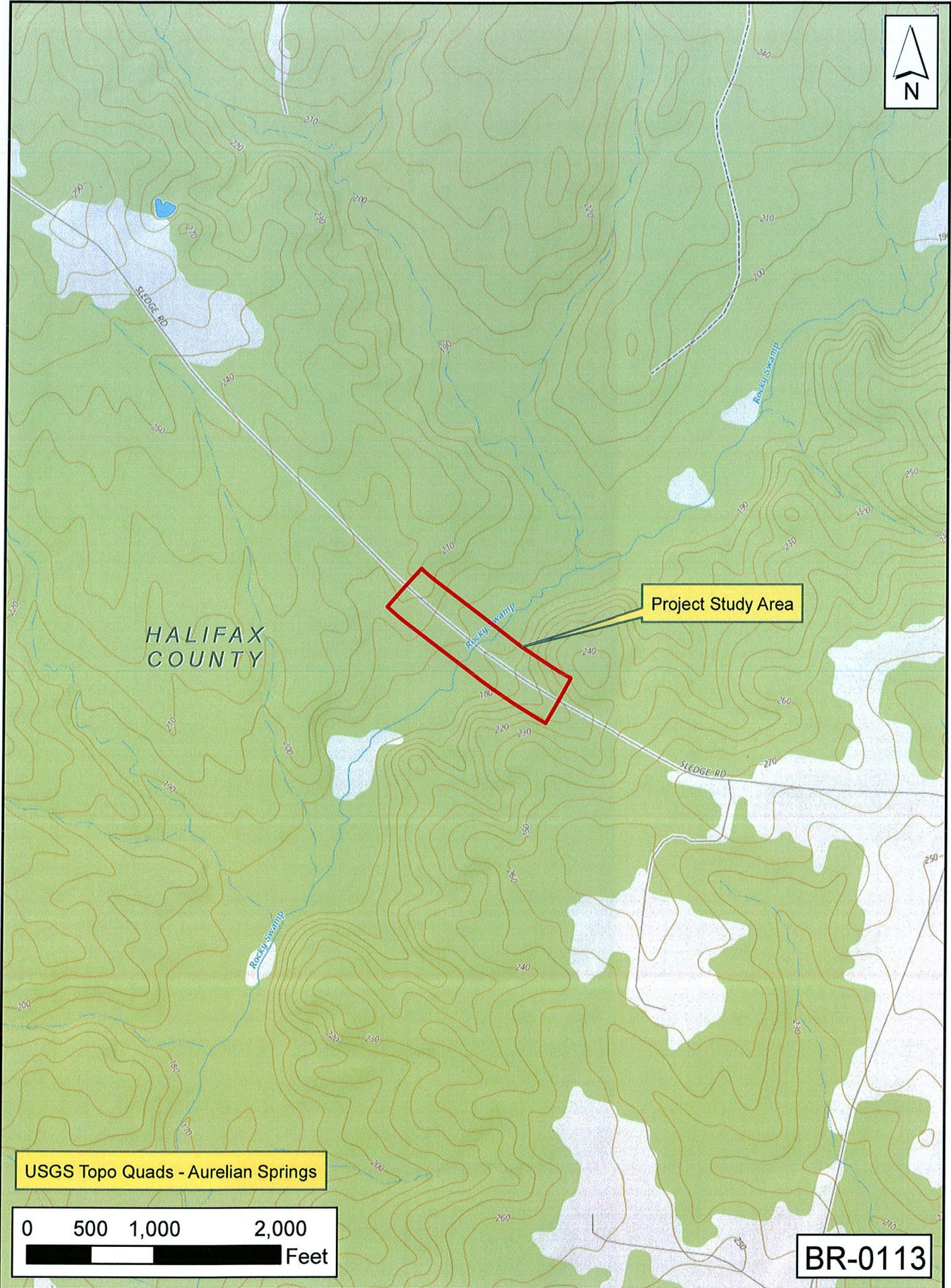
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Vanessa C. Fatch
NCDOT Architectural Historian

30 April 2019
Date



BR-0113 Bridge No. 115 Replacement Halifax County
WBS No. 67113.1.1 Base map: HPOWeb, nts



Tracking No. 18-09-0083

18-09-0083

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info
 Photocopy of County Survey Notes

Photos Correspondence
Other:

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

5/09/2019

Date

18-09-0083

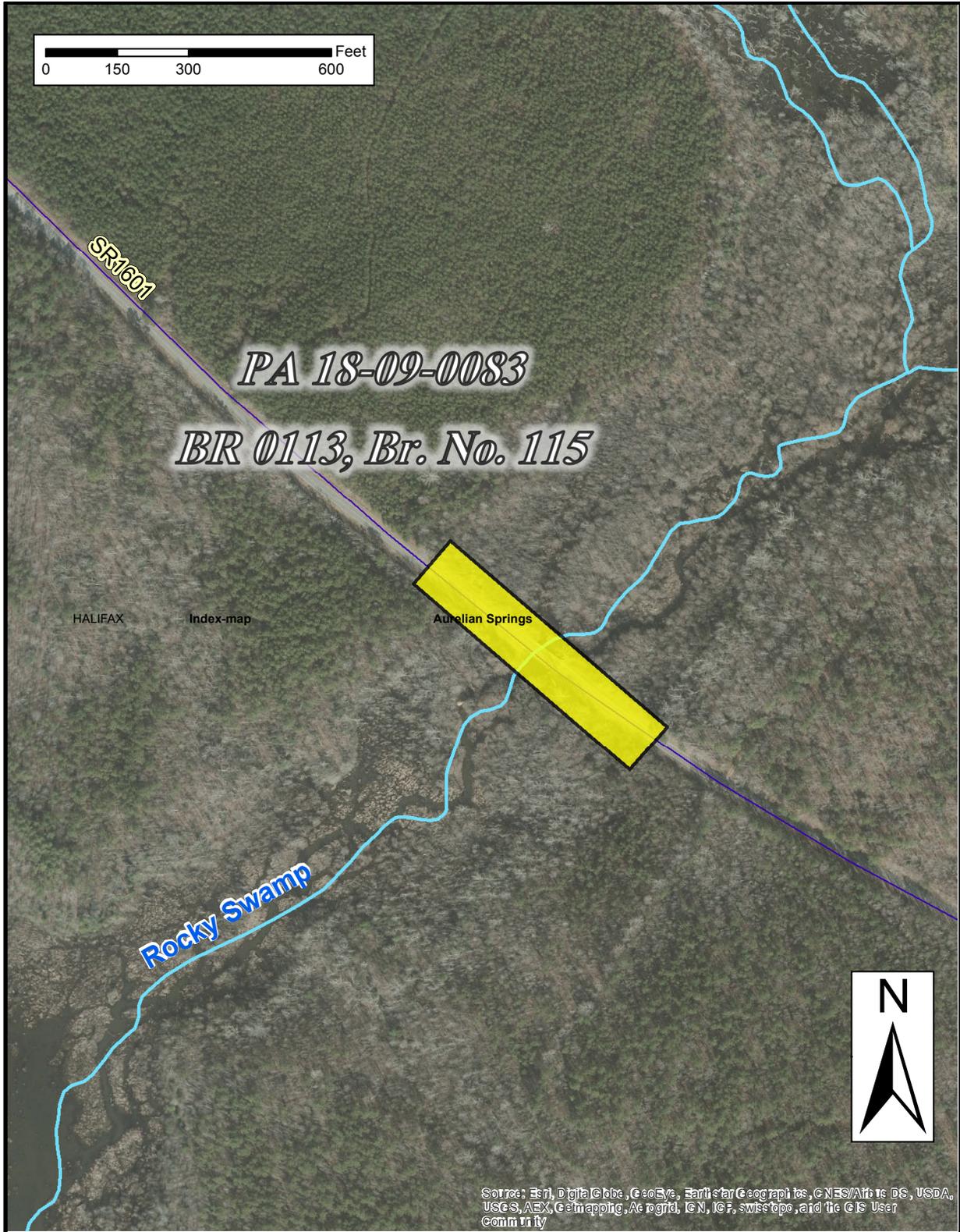


Figure 2. Aerial map of the proposed replacement of Br. No. 115 on SR 1601 (Sledge Road) over Rocky Swamp. Note the braided, swampy terrain near the project area. The approximate APE is shown in yellow.